

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Safety Staff Changes at National

The April Sentinel is late in coming as a result of changes made in National with a reduction in force. Gary Woodsmall, editor of the previous Sentinel was part of that reduction and has done an outstanding job providing CAP with informative monthly Sentinels. Under the new structure for Safety within CAP, Col Lyle Letteer was named the National Safety Officer, Lt Col Brenda Allison Assistant National Safety Officer—Ground, and Maj Larry Mattiello, Assistant National Safety Officer-Air, and editor of the monthly Sentinel. As I begin to provide future issues I will be requesting articles from you the membership on important topics for safety as well as from other aviation industry organizations to provide informative safety items to benefit the CAP. I thank you for your patience and I am excited to provide you with this important service of informing the CAP for safety.

continued its flight path passing the intended destination until it ran out of fuel and crashed approximately one mile into the Mexican border. Texas Wing Civil Air Patrol was involved in the search and rescue but was unable to cross into Mexico.

After the details of this accident had been reviewed and discussed it had been determined by the Texas Wing Commander, Chief of Staff, Maintenance Director and Safety Director that a better version of the CO monitor in C.A.P. aircraft should be upgraded with a better visual and audio type unit, which will alert crew members of an impending CO problem. The new unit will be installed in the Texas Wing Aircraft beginning January 2006. The unit is designed to provide better attention for the crewmembers by the visual light and audio sound. It doesn't rely solely on the Pilot to scan the current card style indicator for any signs of CO trouble.

TEXAS WING EQUIPS AIRCRAFT WITH NEW CO MONITORS

On January 20, 2005 a tragic accident occurred that took the life of a long time member of Civil Air Patrol, Juan Martinez. The accident happened as a result of CO poisoning that affected the pilot and passenger flying in a Piper Lance from Midlothian, TX to Fredericksburg, TX. The results of the investigation pointed to a CO leak that penetrated the cabin and incapacitated the pilot and passenger. It's reasonably assumed they both became unconscious as the airplane on autopilot

The cost of the new indicator is \$45 per aircraft and to retro fit the entire Wing fleet is \$1,400. The cost is being paid by private corporate donations that was solicited by the Wing. The money is being donated in memory of Juan Martinez so that others in the Texas Wing Civil Air Patrol have a better chance of not being victims of the silent killer CO.

For more information, contact me about this upgrade and how to solicit corporate sponsorship to help fund this project should your Wing decide to provide aircraft with this device.

SAFETY IS EVERYONE'S BUSINESS



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Nothing to Manage?

Recently there was a discussion about a particular safety item when a CAP member commented there is nothing to manage, referring to the safety concern being discussed. After that comment I wondered for a while how many people believe that a safety issue is mitigated or reduced simply because a Government or municipality licenses an individual or premise to be used by the public. As I discussed my thoughts on this matter with other industry safety experts it has become apparent to me that more people do believe that that statement is true, the government has licensed a pilot, an aircraft, or a facility; therefore it must be "safe" to use or fly with. Actually any license, be it pilot, driver, premise, doctor, lawyer, etc. etc. only means that individual or facility has met the minimum standards to practice that discipline or the use of that facility. When a pilot receives their pilot's license the old adage "it's a license to learn" was and is very true. The license is only the beginning point of meeting the minimum standards and it is up to the individual or the public to require or even demand a continuance of higher standards of safety.

Many professional organizations have a practice of continuing education to enhance the educational level and awareness of new experiences in order to improve performance and have a higher degree of safety. Lawyers, Doctors, Insurance Brokers, Accountants, to name a few, all have some sort of continuing education in order to practice their profession. Pilots are required to conduct a biennial review to demonstrate their performance level of safety and many professional operators from the airlines to corporate flight departments require six month or annual school in the aircraft the pilot is flying on their behalf. There is a push to bring the level of safety awareness to the higher level in many segments of our society and so should the same be true for the Civil Air Patrol. We are given as custodians various equipment to perform our mission in service of our duties to the Civil Air Patrol and it is up to us to operate that equipment as safely as we can. This means to a higher level than just minimum standards and we accomplish this by additional training, education and developing a safety culture within the Civil Air Patrol supported by management.

So there is quite a lot to manage when it comes to safety, thus the term "risk management". In our everyday lives we are faced with safety issues and risk; and mitigate that risk by how we mange the exposure or hazards. We do some of this routinely or by learning it. Take for example a simple morning drive to work or school. The second you get in your automobile a risk has begun. Driving is a degree of risk. The hazards are what condition the car is in? The tires, engine, brakes, suspension, etc. Are those items up to proper standards to operate the car safely? Now you are on your way to work or school and traveling down the street. Is the sun in your eyes, did you give way to the car that changed lanes right in front of you? Did you slow down for the impatient driver that ran the light at the intersection up ahead? Did you notice the pedestrians crossing the street and not at the corner? Are you comfortable driving in the rain pouring down on the road? And are you maintaining the proper speed for the conditions surrounding you? I

could go on and on, but the point I am making is whether you realize it or not you are making risk management decisions. How you handle the car in the various conditions or react to certain traffic issues is the managing of the risk, and all this with other licensed drivers around you. To manage the risk effectively depends on your personal experience level and education to handle such hazards.

Therefore, safety is managed and the higher level of safety awareness depends on the level of the safety culture in which we operate. That culture is very important for us to achieve the safe operation all of us in the Civil Air Patrol expect and desire. So next time you operate an aircraft, a van, use a landing facility, or plan a mission, think about the risk and what is to be managed. Keeping that awareness will improve your safety margins and raise the bar for our safety culture.

SAFETY OPERATIONAL EXCELLENCE

To keep us mindful of the safety culture this issue is focused on, there is a statement card which provides some information of operational excellence. Some of these items are:

1. Always operate within the design limits of the aircraft/vehicle.
2. Always operate in a safe and controlled condition.
3. Always ensure safety devices are in place and functioning.
4. Always follow safe work practices and procedures.
5. Always comply with all applicable rules and regulations.
6. Always address abnormal conditions.
7. Always involve the right people in the decisions that affect procedures and equipment.
8. Always be assertive when you observe a unsafe condition or operation.
9. Be focused non the task at hand and not allow any deviation from safety to complete a mission.
10. Review I'M Safe — illness/medication/stress/alcohol/fatigue/eating Before operating any aircraft nor vehicle.

For information and safety mishaps that happen within the Wings check with the National Safety Web Site. This is a good site to review other safety links and past Sentinels.

"A good safety culture starts with the top management"